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GETTING AMERICA TOGETHER

There are signs that the Pan-American Financial Congress is going to produce results. The first fruit of its meeting in Washington in May was reported yesterday in the acceptance by Panama and Ecuador of the invitation of the United States to appoint delegates to the International High Commission on uniformity of laws relating to trade, commerce, and international commercial courts.

There has been much talk about "getting together" with the South American republics. There has been much publicity given to trade opportunities in South America. Our youth are learning Spanish in the hope of taking advantage of them. To all interested in the knitting together of North and South America by the ties of commerce, the quick action of these two republics will be a source of gratification. It is to be hoped that others will respond within a reasonable time, and that the commission then can get to work to formulate the agreements and rules that will divest South American trade of its many present complications for us.

THE EUGENISTS' MISTAKE

Family ties, in Europe, always have counted too much. Perhaps in this country they have counted too little. At any rate, the eugenists are coming to the rescue of the genealogists. The newest "science" is to rescue one of the most ancient pastimes from oblivion. The eugenists would utilize the family tree. Likewise they would enlarge it. They admit it is a fairly useless affair, as it is now cultivated, but they are launching a campaign for a new sort of genealogy which shall include much information.

If your great-grandmother had astigmatism, if your great-grand-uncle died of alcoholism, a record of the fact should be hung on the family tree. Your ancestors should not only be described, but photographed. Bertillon measurements, presumably, would help, though they are not definitely mentioned. The eugenists see the day when young folk will not look to beauty or fortune, but to family trees.

Mary Smith will not calmly fall into John Jones; she will call for his family record. Then John Jones will bring forth the cryptic parchment and Mary may read that John's father was the son of James Jones, whose brother had the St. Vitus dance. Then Mary will pass John by.

All of which sounds well on paper. The only trouble with our eugenist friends is that they insist persons should do things they probably never could be induced to do. They prove, in scientific terms, that the world could be made better; then comes spring, and the young man's fancy turns in the accustomed vernal direction, and flouts all eugenic laws, for brown eyes or a wealth of auburn hair.

The eugenists point out that farmers breed plants by being careful of their genealogy, and decline to take into account that human nature precludes breeding the human race in just that way. Their urgings toward cold science, with human nature left out, make fine material for Edward Carpenter and other gentlemen who delight in pointing out that science, like poetry, has its little fallacies.

MILADY'S TOGGERY

The philosophy of clothes, duly developed, would be a telling argument in favor of giving the ladies a larger part in the running of this world. Nothing is quite so near to folks as their clothes, whereas a study of the attitudes of the two sexes toward clothes should illuminate basic characteristics.

Woman is, in respect to her raiment, aggressive, experimenting, inventive. She is always willing to try something new. Man on the contrary is notoriously conservative. Woman seeks new styles, combinations, forms, colors, methods; man sticks grimly to fashions that fail utterly to distinguish the current models from those of two or three of half a dozen seasons ago, or to differentiate the water from the guest. Woman may be too variable, but quite as certainly man, in coat, garrote, and perspiration, is the reverse.

Announcement comes from the fashion authorities that the ladies are to abandon the sensible and comfortable models of recent seasons, the skirt of moderate but practicable volume and plausible length, for a return to fullness and length. She will be criticised for doing it, and the guess is ventured that she will presently return to the saner

models lately prevalent. But at any rate she will have given proof that she is not shackled to any particular form or fashion after the manner of her other (we must decline, apropos of clothes and in mid-summer, to say better) half.

Woman's sartorial versatility demonstrates more than her possession of an imagination that masculinity utterly lacks. For, whatever she wears, she manages to make us, before the new style is very old, feel sure that it is quite the most becoming she has yet essayed; thus indicating a capacity for intellectual domination which has too often and quite too mistakenly been attributed exclusively to men.

The ladies not only dare to do as they please, but do it. The men merely claim to dare to do it.

THE BALKAN CAT'S JUMP

Mr. J. W. T. Mason, military critic and commentator who is commonly clear and plausible, if not necessarily convincing in his analyses of war developments, has ventured the opinion that the Franco-Belgian line has now been made so nearly impregnable that a great advance on either side is impossible. Wherefore he concludes that, when this fact is fully realized and accepted, peace will be measurably in sight.

It is quite beyond the possibilities to agree with this diagnosis. If the western line is strengthened, now, to the point where it would be bootless slaughter to lead either side in a general assault against the other's trenches and redoubts—and we are strongly disposed to agree with Mr. Mason to this extent—then it is merely confirmation of the opinion that the war's next major operations will be in the near eastern field. For months past Germany has been able to keep a great part of her forces in the east, leaving little more than a skeleton of former forces to watch the line in the west. In that period the allies have made no advances of importance, and indeed their demonstrations have rather suggested their willingness to do no more than maintain a show of purpose to make the "big push" that England still talks about.

But there is a widening range of reasons for believing the "big push" will never be made. Private communications from England justify this belief. For months past letters have been coming to this country, indicating, what the censors seem to have kept out of news dispatches, that the Kitchener army's destination is a mystery; that very likely it would not go to France; and repeatedly suggesting that it was expected to go to the Mediterranean.

The needs of Russia for a free access to the Mediterranean in order that she may get supplies, the necessity to isolate Turkey from the possibility of getting re-enforcements and munitions from Germany, the obligation to sustain Italy and not let her, in turn, be crushed as Russia has been—all these considerations point to the probability that the south will be the direction from which the great effort of the allies will be made. Beyond all these considerations is that of Balkan politics.

It is impossible to believe that the allies would sit tight on the western front, and permit Austria and Germany, after their victories in the east, to turn against Italy and wipe out her power. Kitchener's army is a factor not to be lost from sight. It is going to be used where, in the opinion of the general staffs, it will do the most good. That does not mean in France; at least, it probably does not. If not in France, then it may go to the Adriatic, to the Egean, or to a new front in the north of Europe, to be opened up by getting Holland or Denmark into the war. Among all these possibilities, the elements decidedly favor a Mediterranean operation, or two operations; one, the Dardanelles campaign; the other, a co-operation with Italy and Serbia, to force a way into Austria from the south. There is just one thing that can be set down as very sure. It is that the fall of Warsaw has not brought any one of the allied peoples to think any more of peace than before Warsaw had fallen. To the contrary, it has been followed by a renewal of pledges, assurances, resolutions, that will be mutually reassuring. The idea of Russia being driven into a separate peace is ridiculous. Suppose Germany proposed to give back Poland as the price of separate peace; and suppose Russia would accept. What would be the effect in Germany? Nothing less than a national explosion of indignation that the hard-won prizes of the eastern campaign were to be given up for nothing. The German public thinks Russia is out of the way anyhow; it sees no reason to be generous to a foe already beaten and almost helpless.

The present is no time to talk about peace. Any that Germany would make today would leave her a nation of 100,000,000 people; would give her the best mineral and industrial sections of France and Russia; would, in short, give her a policy of insurance that in another decade she could finish the task of conquering Europe. Peace on such terms will not be

thought of by Europe until all Europe is at the Kaiser's feet. It is yet many years from that estate, even if Prussian arms should continue as successful, year after year, as they have been in the first twelvemonth of war.

AN ENGLISH COTTON PLAN

Cotton was not nearly so properly to be called a munition of war in our civil war time as it is now, because it was not then used in explosives as it is now. There have been various guesses as to the weak point in the economic armor of the Germanic federation at which the entente powers might make attack effective. Recent occurrences strongly suggest that cotton is regarded by them as the weakest point—provided the lance can be driven home there.

How to keep cotton out of Germany and Austria, and yet not grievously offend the United States, is the problem that British statescraft faces. It will not do to let a blockade inflict on this country, for another season, the sort of calamity that the cotton crisis brought to the South last year. It might be possible to make a blockade so complete as to starve the central empires out of the fiber; but if that were done it would leave the United States without market, producing bad results. It has been proposed, therefore, that Britain and her allies buy the entire export surplus of United States cotton and distribute it among themselves and to the neutrals of the world in such fashion and under such restrictions as will make quite certain that it shall not fall into the hands of the enemy and turn up as explosives in the guns or shirts on the soldiers' backs.

This plan would be difficult of organization, because there would be less demand for cotton, if the Germanic countries were to be lopped off the world's market, and therefore a normal price level could not be determined, at which the purchases should be made. If, say, 10 cents were offered and accepted, statesmanship of the Hoke Smith-Ridder sort would charge that the price would be 15 cents if Germany and Austria were added to the market. They would denounce the pact, no matter how reasonable, and claim that we were not only discriminating against the Germans, but were robbing the poor cotton planter in order to do it.

The alternative, of course, is to have cotton made contraband by the allies, as they have perfect right to do, and to keep it out of Germany by force, as they have ample power to do. That would be vastly worse for cotton and the cotton grower; but vociferous cotton "patriotism" and pro-German "neutrality" in this country are very likely to bring about just that solution by the allies.

It is at bottom a practical question. This Government could not very easily make a deal of the sort. The allies might instruct their American agents to buy all the cotton, as it has been charged the Germans tried to buy control of some industrial plants; but suppose cotton, under such an order, went booming as Bethlehem did! There would be a bonanza for the planter, and huge losses for the governments trying to execute the plan. Of course, if this country were in the war, as a war measure the deal could be made in a jiffy; and that is one reason why Germany will be very thoughtful about any moves that might embroil us.

RAISING THE LUSITANIA

Engineers in England are seriously discussing the possibility that the Lusitania may be raised from the ocean bottom. She lies at a depth of 300 to 400 feet, on a bottom that is supposed to be hard enough to have prevented her becoming packed in mud and grown into the sea's floor. This is in many cases the greatest difficulty about raising a ship.

The Lusitania and her cargo are estimated to weigh about 40,000 tons, which is a greater weight than has ever been dragged up from the sea's bottom. Moreover, the depth at which she lies is perhaps 100 feet greater than any at which divers have ever successfully operated. But it is suggested that greater power and bigger appliances might cope with the greater weight; while there have been recent improvements in diving paraphernalia which might make the work possible despite the great depth. Especially is it claimed that a spherical diving machine has been perfected, in which men could go to much greater depths, and still work, using artificial light to guide them.

Most plausible of the plans proposed is that which looks to attaching cables to the ship and lifting her a few feet and then towing her inshore to shallower water till she would again rest on the bottom; then lifting her again and taking another towing step upward; and so on until she should be brought to such a depth of water that ordinary diving apparatus would serve the salers. The problem is considered to be, at least, one of whether the cost would be greater than the value of the salvage.

BOOM IN BUSINESS BRINGS PROSPERITY

Wage-Earners Are Profiting as Result of Great Number of Contracts Being Filled.

(Continued from First Page.)
ders from Southern and Western railroads.

In Cleveland every industry is showing a gain over this time last year. In Buffalo new industries have started which do not depend for their future on orders for munitions of war. From Providence come reports of a 50 per cent increase in the number of men at work. Special lines of textiles are being made to meet the demand for supply being cut off. Pittsburgh merchants report the receipt of orders from Spain, France, Italy, and Turkey for lines outside of war supplies.

Unlike some past "good times" booms, this one of today is based on a foundation whose solidity cannot be shaken.

Wages Are Better.

The one class which profits most by this rising wave of prosperity in the United States is the workman. In and around New York city alone there are fully 100,000 mechanics and workers whose pay envelopes were 15 per cent better yesterday afternoon than they were at the end of July.

The New York public employment bureau reports conditions encouraging. "Especially is the number of orders for skilled help."

The demand for machinists, automobile body builders, and radio repairers from employers within 100 miles of this city is above normal for this time of the year.

In addition to the machinists and other workers in manufacturing shops who have profited by this wage increase in the last week, the longshoremen are now getting a 15 per cent increase; the workers in the cloak and suit trade, numbering fully 10,000 in Hartford, are receiving a 12 1/2 per cent increase; and the clerks at the "Street" can get a job there these days.

Consider the Alexander Smith & Sons Carpet Company, which has given voluntarily their employees a 10 per cent increase. And in Bayonne, Elizabeth, and much of the Jersey shore, the Standard Oil, the Wackler Company and the Crucible Steel, all have gained 10 per cent, amounting to a substantial weekly sum.

Other Increases In Pay.

In Plainfield the Pond Machine Tool Company has granted the eight-hour day and an increase of 10 per cent in wages to its 600 employees. The Ransome Concrete Machinery Company, of the same town, is about to establish the eight-hour day and the Sauer shops of the interior. The shortage of labor started work the first of August on an eight-hour day, a 10 per cent increase in pay and a 20 per cent war bonus. This order affects about 1,800 men.

This wage increase may be followed along the shore line of the New Haven road from Bridgeport to Providence and up to Hartford. The Bulard Machine Company, of Bridgeport, has joined the upward wage movement by giving its employees a 10 per cent increase. The 10,000 employees of the Winchester Repeating Arms Company, of New Haven, have had a seven-hour day, a 10 per cent increase, and a 50 per cent bonus for overtime, beginning August 15, and the Colt patent plant in Hartford has followed with a 12 1/2 per cent bonus to its employees on the "war order" profits for the last three months.

Island manufacturers maintain a policy of silence about "war orders," but the representative plants in the north end of Long Island are being driven to their capacity, some of them working two and even three shifts a day. The Union Iron Works, of Brown & Sharp Manufacturing Company, has 4,000 men at work, an increase of about one-third since January 1.

The Du Pont Powder Company, in its works around Philadelphia and Wilmington, have made a wage increase which probably affects more men in the United States. Between 27,000 and 30,000 employees are in the new and old powder plants in the Delaware valley, and they are now all working on a 10 per cent increase and a bonus of 20 per cent after two weeks' employment.

Big Boost In Pittsburgh.

Out in Pittsburgh the payroll of the local mills have increased from \$300,000 to \$500,000 a day since they first started working. Through the general district the steel mill output shows a net gain of 40 per cent from the quantity produced at the beginning of 1915, and if domestic orders were as strong as export demand the mills would be unable to keep up with the orders.

Week's Summary For Your Scrapbook

SUNDAY, August 1.—The British steamship Iberian is sunk by a German submarine with a loss of seven men, three of whom are Americans. Lublin falls to the Teutons. The Austrian losses in the Italian campaign are placed at 30,000 by the Italian war office. There is no change on the French front.

MONDAY, August 2.—The Teutons take Cholm, southeast of Ivanogorod. During July the Germans took 170,000 Russian prisoners. The Pope's appeal for peace meets with considerable criticism in France, Italy and England. There is an aerial battle over the western front between six German and fifteen French aeroplanes, the Germans claiming victory.

TUESDAY, August 3.—The Russians continue to retreat, fighting stubborn rear guard actions, while it appears that the Germans are doing their best to trap a portion of the Russian force. The use of liquid fire near Marie Therese in the Argonne brings a slight gain to the Germans. The British steamship Clintonia is sunk by a German submarine, with the loss of eleven lives. A British submarine sinks a Turkish steamship in the Sea of Marmora.

WEDNESDAY, August 4.—Great Britain sends three notes to the United States insisting upon the right of blockading neutral ports and furnishing arguments for the contention. The enormous maneuvers by which the Russian general staff has been attempting to withdraw the entire Russian armies from the Warsaw salient seem to have been successful, according to London advices. Five American members of the foreign office in France are reported missing. The Italians report the capture of an entire Austrian regiment on the Carso plateau.

THURSDAY, August 5.—The Russians are driven back from the Bonie line into the fortress of Warsaw, while elsewhere on the long Russian front the Teutons continue to advance. Great Britain celebrates the first anniversary of her war against Germany with church services in the empire and in the colonies. The Austrians deliver violent counter-attacks against the Italian line which is gradually encircling Goritz.

FRIDAY, August 6.—Warsaw falls to Bavarian troops under Prince Leopold. Rome learns that Austria is sending 40,000 fresh troops to the Italian front. Great Britain appeals to its citizens to pay their gold into the banks. The political parties of France form a union which is to endure until the end of the war. It is unofficially reported that the British cabinet has decided to inaugurate a system of conscription.

SATURDAY, August 7.—Ivanogorod falls to the Teutons, but the Russian forces which had been holding it escape. Holland reports say that the Germans are preparing for an enormous movement of troops from the eastern to the western front. It appears likely that the British government will seek to purchase all of the available export cotton in the United States to keep it from reaching Germany. Germans attack on the heights of the Meuse in considerable strength, but fail to make headway. Rome hears that Goritz is about to fall.

The demand for good help has benefited the highest types of labor very much. The shortage of labor from England, Belgium and France has given the local manufacturers an opportunity to have a full advantage of this business opening. The 17,000 employees of the Bethlehem Steel Company in South Bethlehem, Pa., found a 10 per cent increase in their pay envelopes last night, this being a voluntary gift by the company, and not a weekly payroll of the company is \$121,500. It meant a goodly rise in the amount of money spent in the stores of the town last night. It is expected that the company will grant the same increase in the near future to the men in its subsidiary plants, the Erie Iron Works, San Francisco; Fore River Ship Yards, in Quincy, Mass.; and the Harlan & Hollingsworth shipyards in Wilmington, Del. Orders for the new Bethlehem works that 2,000 skilled mechanics are needed there.

Philadelphia a Boom Town.

So far as labor is concerned, Philadelphia these days is the real thing in a "boom town." About 12,000 hands are employed in its shipyards and those of Camden and Wilmington. The Baldwin Locomotive Works are employing 7,000 men on full time instead of 3,700 on half time, as conditions were a few months ago. Domestic railway orders furnish a goodly part of this increased demand for labor. It will require 20,000 men to build the new Edgemoor Locomotive Works to carry out its orders for shipyard, in the profits of which the Baldwin Locomotive Works will share. The Philadelphia Electric Company has increased its operations to about 65 per cent of capacity owing to "war orders" and its regular business in railroad cars and trucks. The machine tool companies in Philadelphia are working day and night on equipment for concerns having war contracts.

All the steel and iron industries in Philadelphia and the town near by are now practically in full operation. The Midvale Steel Company, which has refused to take "war orders" for building up at full capacity with 7,000 hands at work. The Pencoed Iron Works is working on full time making guns and building steel. The Allegheny Wood, Iron and Steel Company, whose blast any open-hearth furnaces were in all winter, have started up with 600 hands.

The Cambria Steel Company is running its plants on full time, while the Pennsylvania Steel Company has a shipyard in Sparrows Point, Md., on full time and is steadily increasing operations. The steel plant in Sparrows Point has a building under construction there were more new steel vessels being built or were under contract on July 1 than at any other time since 1901, and there was a greater tonnage of wooden vessels being built than since 1907. Of the 12 ships building on July 1, the steel ships numbered sixty-five and the wooden ones sixty, their respective tonnage being 28,426 and 28,701.

In the year ended July 31 there were 460 ships arriving in New York harbor in the preceding year, although the total tonnage was materially decreased by the withdrawal of German ships. For example, we shipped 12 ships building on July 1, the steel ships numbered sixty-five and the wooden ones sixty, their respective tonnage being 28,426 and 28,701.

Of horsehoes for army horses abroad in the year ended July 31 there were 134,097 in September last to \$12,000 in May. Automobile trucks increased in the same period from \$30,234 to \$45,520, and horses from \$74,722 to \$1,506,576.

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MOTOR PLANTS ALL TAXED TO THE MOST

Operated Day and Night to Keep Up With Flood of Fall Orders.

NEW YORK, Aug. 8.—Although automobile sales and export orders during July dropped below the record-breaking mark established in June, which was the most prosperous month ever experienced in the automobile industry, manufacturers assert that sales during the month showed an increase of about 300 per cent over July, 1914.

In many of the large automobile plants in the Middle West the employees are working day and night to fill contract orders for war machines. It is said that the local demand for automobiles this year is far greater than ever before.

Practically every concern in the United States has been included in the wave of prosperity that has taken hold of the automobile industry. Many companies report a gain of from 100 to 75 per cent in the number of automobiles manufactured in this country since the first of the year, as compared with a year ago.

T. Silver, president of the C. T. Silver Company, of New York, and agent for the Overland car, attributes the sudden increase in the demand for automobiles not so much to increased prosperity as to the fact that the automobile of today is within the reach of the average person.

Cars a Necessity.

"Once considered a luxury, now considered a necessity, all lines of business, the automobile has opened for the American people a brand-new industry in a comparatively few number of years," Silver said. "The car of today has become democratized, and that accounts for the wonderful year being experienced by automobile manufacturers."

Reports received from the automobile belt in the Middle West indicate that a majority of the plants are making extensive additions to their factories in an effort to meet the demand in every day from all sections of the world.

Large additions more than equaling the size of the existing automobile plant before the boom are being started at the Overland factory in Toledo. According to officials of the company, additions to the factory buildings, outside of the new office buildings, will be equivalent to almost twenty-three acres of floor space.

In Kokomo, Ind., the home of the Apperson Brothers Automobile Company and the Haynes company, work is being rushed on additions to both plants.

Apperson Company's Record.

The Apperson company, completed in July, it is stated, the greatest business for a single month ever experienced. All previous records for the number of actual orders booked in a month were broken. The factory has been for weeks several hundreds of orders behind on production.

Circular letters large enough to hold ten rings instead of the customary three are being used by the Haynes companies for some of their departments until the new additions are ready for occupancy.

The unusual interest in the new Mitchell "Six" has brought the company face to face with the serious need of new additions to its plant in Racine. The enormous fall business is taxed to the limit, and the big plant to the limit, and even with a straight seven-day twenty-four hour working schedule they are behind in orders.

It is also noticeable in the automobile industry that manufacturers are taking advantage of the electric welding process, producing practically no automobiles and a new field for American made cars after the war is open.

After European Trade.

Many of the concerns are making preparations for extensive reorganization in the European countries following the close of the war.

E. G. Williams, foreign district representative for the Dodge Brothers Motor Company, will sail shortly to the Far East to open branches in countries formerly supplied with automobiles by England, France, and Italy.

Foreign automobiles for immediate delivery continue to pour into this country. R. H. Spear, general manager of the Scripps-Booth company, reports that the contract with Peters, sons, of London, for 5,000 Scripps-Booth cars is being filled at the rate of ten cars a day. The first shipment started last week.

The locomotive company announces that the five high-priced cars ordered by the Russian government are now ready for delivery. A special car for the use of the Grand Duke Nikolai Nikolaevitch, uncle of the czar, and commander-in-chief of the Russian forces engaged in the war, has been manufactured.

Rum Lures Butterflies, Then Trapped at Profit

LOS ANGELES, Aug. 8.—Mrs. C. S. Elgin, of San Benito county, who is visiting in Sawtelle with friends, has given her acquaintances an impetus to join the butterfly catching brigade as an occupation that yields a harvest of gold for the little time devoted to it.

She says that while working on a hill side she captured a butterfly, which she succeeded in capturing twenty perfect specimens of the Pergamus swallowtail and received \$7 each for the females and \$4 for the males. The excursion proved so profitable that she has gone into the business and is now breeding butterflies, moths and millers of the rare varieties much sought to be added to the collections of colleges and millionaires who are riding the butterfly hobby.

Before capturing enough females and eggs to establish her breeding pen Mrs. Elgin discarded the old-time method of catching the elusive winged beauties by means of the net and at the end of a long stick. She says her method was to attract them at night by means of lights and baited with a mixture of rum, and molasses. One taste of the tempting decoction calls for more, and she testified, in such a state of intoxication that it was no trick to effect their capture by flicking them into cyanide bottles.

Superseded by Daughter As Housekeeper, She Sues

LANCASTER, Pa., Aug. 8.—Because, as she alleged, her husband cut off her allowance of \$5 "pin money" and gave to a daughter the money to run the house, Mrs. Henry Wells, wife of a hotel dealer, appeared in court to push her suit for maintenance.

Ten weeks ago the wife was forced to give up supervision of the home, and was left without money. Her husband, she testified, is \$20,000 a year, and she wants \$4 a week for support and \$500 for clothing.